

Today's Advertisements.

THEATRE ROYAL CITY HALL.

TO-MORROW (SATURDAY) EVENING, JUNE 15TH.
BENEFIT OF THE SISTERS CAREY,
CYNTHIA AND DOT.

Under the Distinguished Patronage of
H.E. the Governor, Sir W. ROBINSON,
K.C.M.G.
Commodore BOYES, R.N., &c., &c.

The Beautiful Comedy of
DELICATE GROUND
OR
THE REPUBLIC OF FRANCE.
Chorus Singers.....Mr. W. G. Carey,
Alphonse de Grandier.....Mr. D. C. Smith,
Pauline.....Miss Cynthia E. Carey.
To be followed by an attractive
OLIO.

Two, from the Opera of
MARIANA.
"TUSAR ON OLD TIME"
Miss CYNTHIA E. CAREY, Mr. J. B. FERRELL,
Comic Song.....Mr. S. LESTER.
Comic Song....."Things he better not dwell on"
by that Popular Amateur,
Mr. G. G. BRADY,
who has kindly consented to appear.
Song and Dance....."The poor girl didn't know"
DOT CAREY.

Comic Song.....Mr. D. C. SMITH.
Concluding with the musical absurdity
"CRAZY D."
Smith (a tragic Author).....Mr. J. B. Ferrell,
Brown (an Operatic Composer).....Mr. S. Lester,
Sally (a little Slaver).....Dot Carey.
Incidental to the Farce.
Song and Dance....."Her Golden Hair was hang-
ing down her back"
DOT CAREY.
The Celebrated Cat Duet from Mauteroux Noirs
J. B. FERRELL and DOT CAREY.

FINALE—
CHORUS AND MARCH
by J. B. FERRELL, S. LESTER and THE SISTERS
CAREY.
Prof. RUCHWALD & Mr. G. P. LAMBERT,
who have kindly volunteered, will officiate as
Accompanists.
THE PIANOS kindly provided by ROBINSON
& Co.
FURNITURE gratuitously supplied by
A. CHEE & Co.

PRICES AS USUAL.
PLAN at ROBINSON & Co's.
Doors Open at 8.30 P.M. Commence at 9 P.M.
Hongkong, 14th June, 1895. [772]

GOVERNMENT BILLS.

TENDERS for SPECIE—MEXICAN
DOLLARS, Current in this Colony, and
weighing 7.17, in Exchange for Sterling Bills,
drawn at 10 days' sight on the London Com-
missioners of Her Majesty's Treasury, London, will
be received by the District Paymaster, Army Pay
Department, until 11 A.M. on TUESDAY, the
18th instant.

The Tenders to state the total amount required
(in Pounds Sterling), and the amount for which
each Bill should be drawn, but no Bills will be
issued for sums less than £100.
The Tenders to be in Duplicate and in sealed
covers, addressed to the District Paymaster,
Army Pay Department, and endorsed "Tenders
for Government Bills."
The right to accept or reject any or all of the
Tenders is reserved.

G. K. MOORE,
Major, A.P.D.,
Acting District Paymaster, China,
Her Majesty's Treasury Office,
Queen's Road,
Hongkong, 14th June, 1895. [785]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship

"THALES,"
Captain H. Bathurst, will be despatched for the
above Ports on TUESDAY, the 18th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS, LAFLAIX & Co.,
General Managers.
Hongkong, 14th June, 1895. [786]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Goldard, will be despatched for the
above Ports on TUESDAY, the 18th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS, LAFLAIX & Co.,
General Managers.
Hongkong, 14th June, 1895. [787]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUZ CANAL.

THE Steamship

"GLENFARG,"
Captain Selby, will be despatched as above on
or about the 25th instant.
This Steamer has Superior Accommodation for
Passengers, and carries a Doctor and Stewardess.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 14th June, 1895. [788]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"
J. E. Williams, Commander, will be despatched
as above on SATURDAY, the 6th July, at
5 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
First-class Saloon is situated forward of the
Engine. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th June, 1895. [789]

Today's Advertisements.

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, COTTAGE PIANO, &c.

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
TO-MORROW
(SATURDAY), the 15th June, 1895,
commencing at 2.30 P.M.,
at his Sale Rooms, DUNDRELL STREET,
(For Sunday Accounts),
A QUANTITY OF
HOUSEHOLD FURNITURE,
Comprising—

DRAWING-ROOM SUITES IN SILK
TAPESTRY, OVERMANTLES, MARBLE-
TOP and FANCY TABLES, FANCY CHAIRS,
BLACKWOOD TABLES, CLOCKS, ORNA-
MENTS, PICTURES, CARPETS, RUGS,
CURTAINS, PENS, &c., &c.
ONE COTTAGE PIANO, by ROMBERG, in
Good Condition.
SIDEBOARD with PLATE GLASS BACKS,
DINNER WAGGONS, EXTENSION DIN-
ING TABLE and CHAIRS, Very Handsome
FRENCH PORCELAIN DESSERT SER-
VICE, GLASS WARE, ELECTRO-PLATE
and CUTLERY, PANTRY REQUISITES,
IRON and BRASS MOUNTED BEDSTEADS
with MATTRESSES, &c., &c.
DOUBLE WARDROBES with BEVELLED
GLASS DOORS, MARBLE-TOP WASH-
STANDS and DRESSING TABLES, TOILET
SETS and REQUISITES, SUNDRY BED-
ROOM FURNITURE, BATH-ROOM REQUI-
SITES.

LADIES' and GENTLEMEN'S SEDAN and
EVENING CHAIRS, MOUNTED CHAIRS,
SINGLE and DOUBLE RICKSHAS,
Catalogues Issued Prior to Sale. On View
from FRIDAY, the 15th instant.
TERMS OF SALE—As customary.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 14th June, 1895. [784]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND JAVA.
THE Steamship

"SHANTUNG,"
Captain Vaughan, will be despatched on TUES-
DAY, the 18th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th June, 1895. [717]

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS
and other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 3rd May, 1895. [787]

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY
is fitted with the best English Machinery,
embodying the latest improvements in the
trade.

The purest ingredients only are used, and the
most careful and cleanliness exercised in the
manufacture throughout.

The water used is proved by repeated analyses to
be absolutely pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Empties when received in good order.
Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG." And all
signed messages addressed thus will receive
prompt attention.

The following is a List of Waters always kept
ready in Stock—

PURE AERATED WATER
SODA WATER
LEMONADE

POTASH WATER
SELTZER WATER
LITHIA WATER

SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used
for any other purpose than that of contain-
ing Aerated Waters, as such Bottles are
never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
Hongkong, 14th June, 1895. [788]

IN MEMORIAM.

I fond and loving memory of AGNES
MARION CAROLINE (MINNIE), dearly beloved
wife of Sergeant Instructor in Gunpowry James
O'CONNOR, R.A., who died at Hongkong on the
14th June, 1895.
"Safe in thy eternal keeping leave my now
loved one sleeping." (Portsmouth papers please
copy).

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 14, 1895.

REUTERS' TELEGRAMS.

THE JEDDAH OUTRAGE.

Great Britain, France and Russia have
demanded the disarming of the boats and the
payment of an indemnity for the recent out-
rage at Jedah. The Porte is replying only
extreme difficulty of effecting a disarmament.

FRANCE AND EGYPT.

A Committee of the French Chamber has
resolved to demand a full discussion in the
Chamber concerning the position of native
Egyptians organized by M. Deland against the
reformation of judicial procedure.

SPAIN AND THE CUBAN REVOLT.

The Spanish Government has decided to quell
the rebellion in Cuba at any cost, and is pre-
paring to despatch 40,000 men in August.

UMRA KHAN.

SIMLA, May 31st.
A message has been received here stating
that the Amir has consented to grant Umra
Khan, who is a prisoner in Afghanistan, a
second interview. The latter is now being
treated with more consideration than formerly,
and is lodged for the present in the house of the
late Nab Sultan, Kotwal of the city.

TURKEY AND THE POWERS.

LONDON, June 2nd.
The Turkish police at Mueh, in Bithynia, a
province of Armenia, have grossly affronted the
members of the Commission appointed by the
Powers to enquire into the atrocities in that
country. They entered the residence of the
Commission and behaved in a threatening and
insulting manner, being at last expelled only
with the greatest difficulty. The position of
affairs has thus become complicated, and a grave
crisis has occurred in the relations with the
Powers, as a result of which the British Medi-
terranean squadron has been ordered to Beyrout.

LOCAL AND GENERAL.

We hear that Mr. W. Cartwright has been
appointed Commission of Customs for Kowloon
and District.

An "old timer" of Victoria Gao went into eve-
ning retirement last night, the cause thereof
being a severe attack of congestion of the lungs.

At the Magistracy this morning, before Mr.
Wodehouse, Chin Wai Chao, a brothel keeper,
was fined \$25 for "making unnecessary noise
over a game of Celestial cards."

At the Magistracy this morning the Master of
the steamship *Ruben* charged James Jones,
seaman, for refusing duty and quitting the ship
without leave. Result: "Two weeks hard."

At the Institution of Engineers this evening at
8.45 p.m. Mr. W. C. Jack will read a paper on
"Engineering and Shipbuilding in the Far
East." The reading of the paper will be followed
by a smoking concert.

EDWARD Bowles, marine, of the H.M.S. *Victor
Emmanuel*, was "up" this morning for being
half-drunken last night and being very offen-
sive. As a "first" settled the matter "Jack"
smoke a bonnie British smile from ear to ear and
all down his back and joked "real good-
night."

A FIRE broke out on the ground floor of
No. 76, Jervoise Street at 2 a.m. this morn-
ing. The building, which was occupied by a
Chinese clothier, was completely gutted. The
Master was at Canton at the time, as usual.
As to the origin of the fire that is just one of
those puzzles to which we are well accustomed
in these realms of the "blessed and for which a
patent solution is very much needed."

The following changes in the disposition of the
Staff of the Imperial Maritime Customs are
likely to take place very shortly—Mr. H. B.
Morse, Commissioner at Tientsin, goes to Shang-
hai as Deputy Commissioner; Mr. J. Newman,
of the same port, proceeds to Shanghai as Acting
Deputy Commissioner; Mr. Snodgrass, Cambell
and Mr. J. van Aalst return to Peking from
Shanghai; Mr. J. A. Kerr is transferred from
Chun King to Shanghai; Mr. T. France (Asst. As-
sistant) of Fochow, goes home on leave on 1st
inst. while Mr. Moorhouse, who is now at
Fochow, is about to proceed to Peking in the
capacity of Acting Commissioner.

STREAKING at the services in celebration of the
restoration of peace, held by the inhabitants of
Osaka on May 27th, Count Ito said, the success
of the Japanese Army and Navy in the late war
was largely due to the strong unity of the
nation, which removed all anxiety from the army
and navy in the expedition. This unity should
henceforth be utilised for displaying abroad the
national glory of Japan. The people of Osaka did
much toward supplying the wants of the expedi-
tion in the matter of money and other essential,
and thus they averted a possible financial crisis in
the Empire. This action of the Osaka people was
one of the most distinguished services rendered
by the people in the invasion of China. Now
that peace has been restored, all must remember
the tenor of the Imperial Edict stating that Japan
has still "further great work to achieve." The
revision of the treaty with China has been as
difficult as revision with European Powers. But
as the result of the War, Japan secured the same
position in China as European and American
Japan is now about to enter on a new era of peace.
New ports are to be opened to China in the same
time that the extra-territorial system of China
Japan is abolished. The Premier is exhorting
the Osaka people to be more diligent than ever
in labouring for the development of the industries
and trade of the Empire.

We regret to hear that Dr. Percy Lord, of H.M.S.
Tweed, succumbed to an attack of pneumonia
at Takow (Formosa) on the 8th instant. Dr.
Bishop, of H.M.S. *Linnat*, proceeds to Takow at
once to assume duty on board the *Tweed*.

We are glad to hear that there is every prospect
of the entertainment to be given in the Theatre
Royal on Saturday evening for the benefit of the
Misses Carey turning out a complete success
from every point of view. The elaborate pro-
gramme will be found in our advertising column.

A SPORADIC case of plague was discovered on
the ground floor of No. 9, Holland Street,
Kennedy-town, this afternoon at 4.45 p.m. The
person afflicted is a Chinese girl. The patient
was at once removed to Kennedy-town Hospital.
The other persons living on the floor of the
house in question have been placed under
observation in case of the marriage, or native
marriage, hotels, at the back of Stonecutters'
Island and the premises were, at once duly
disinfected.

An exciting race took place at the Happy Valley
racecourse yesterday afternoon for a purse of
\$100, between Lord Conyngham's Baccarat and
Mr. W. A. Cruickshank's Havoc, owners up.
There was quite an assemblage of ladies and
gentlemen present to witness the contest. The
race was hotly contested and it looked as if
Baccarat would win, as he led until reaching the
straight, but Havoc was too much for him and
coming along in a most determined manner
in the last quarter gradually overhauled his
opponent and won, amidst great enthusiasm,
by half a length.

THE *Yokohama Gazette* in a recent issue com-
mented on the appointment of Mr. Satow as
British Minister at Tokio in the following very
scintillating manner:—"Great surprise is expressed
at the sudden appointment of Mr. Satow to be
Minister to Japan. We confess our inability to
share the feeling thus given expression to. If
we are surprised at all it is that the Foreign
Office, departing from precedent, did so wise a
thing. Those who said good-bye to Mr. Trench
felt that however quickly he might recover his
return to Japan was impossible. The climate
of Japan is for him utterly unsuitable. In that
consequence the prompt appointment of his
successor was of the essence of wisdom, and we
have no doubt that Mr. Trench, on his recovery,
will be appointed to a post in a more salubrious
climate. Nice customs courtesy to great emer-
gencies. Grave as the situation in Tokyo has
been the next few months may witness com-
plications of a far graver kind than any that
have occurred in the history of Japan's foreign
relations. Mr. Lowther seems to be run in the
mould wherein great Ministers are cast, but it
is no reflection upon him to say that his know-
ledge of the Orient is limited. Mr. Satow knows
the East and in the dark days of diplomacy to
come it will be of the greatest advantage to
England that he should be represented at
Tokyo by a man whose knowledge of things
Japanese is so intimate and so thorough. We
welcome this new departure as a sign that the
Foreign Office is keenly alive to the exigencies
of the situation and that it is prepared to depart
from the rules of red-tape when British interests
may be impeded."

"DEFENDER" is the name given to the new
American cup-racer, though many wanted her
named "Hope," in honour of the wife of C. Oliver
Iselle, a member of the syndicate, and a man who
has done much for yachting in the States. The
New York *Sun* is responsible for the name
"Defender." In an editorial headed "Who
Shall She Be?" the paper invited readers to
select a suitable name for the boat. Mr. John
Iselle, of Philadelphia, in a note latter suggested
the name and as it pleased the syndicate it was
adopted.

AT Bangkok on the 1st instant a new rice mill,
built to the order of the late Lok Yai Yai,
Pa Nana and Dr. Yai, was completely destroyed
by fire. The mill was a "three-decker" built
on stilts, with corrugated iron roof and
sides. The boilers and engine were in a shed
at the North-east corner. The mill had not
been working for five days owing to scarcity
of paddy, but in the godown on the ground
floor was stored about 600 cays of rice
which was also destroyed. The building and
machinery, which, together with the land, were
purchased for 200,000 ticals, are reported by
the Bangkok *Observer* to have been insured for
100,000 ticals with a third through Messrs.
Messers. Winslow & Co's agency, and the com-
pensation in two instalments with two other com-
panies.

A DISPATCH reached the Japanese Government
on the 12th inst. from Viscount Katsuyama,
Minister of Foreign Affairs. It appears from
this dispatch that he left Ujina for Formosa at
6 p.m. on the 26th ult. by the *Yokohama-maru*,
accompanied by his civil and military staff.
Though rough weather was experienced from
the 24th to the 26th, the vessel reached the Gulf
of Chiao to the Looshae at 5 a.m. on the 27th.
The first detachment of the Imperial Bodyguard
proceeding to Formosa arrived at the Looshae
by the *Hokoku*, *Toyoharu*, *Watanabe*,
Yokohama, and four other transports, while four
more transports were still expected. Viscount
Katsuyama left the Looshae for Tamsui, direct
at noon the 27th, and the transports carrying
the soldiers left at 6 p.m. the same day, for
Keelung.

THE Handicap Billiard Tournament at the New
Victoria Hotel continues to excite great interest,
that popular resort being nightly crowded.
The first prize is a silver cup value \$150; the second
prize a silver cup value \$50, and the prize for the
best break is a case of P. D. C. whisky. The
handicapping so far has turned out remarkably
accurate, most of the games being exceedingly
close with exciting finishes. The following is
the result up to last night:

Name	Handicap	Result	Prize
Mr. A. V. Williams	100	100-0	\$150
Mr. C. E. Williams	100	100-0	\$50
Mr. J. E. Williams	100	100-0	\$50
Mr. S. E. Williams	100	100-0	\$50
Mr. T. E. Williams	100	100-0	\$50
Mr. U. E. Williams	100	100-0	\$50
Mr. V. E. Williams	100	100-0	\$50
Mr. W. E. Williams	100	100-0	\$50
Mr. X. E. Williams	100	100-0	\$50
Mr. Y. E. Williams	100	100-0	\$50
Mr. Z. E. Williams	100	100-0	\$50

Mr. A. V. Williams, 100-0, \$150
Mr. C. E. Williams, 100-0, \$50
Mr. J. E. Williams, 100-0, \$50
Mr. S. E. Williams, 100-0, \$50
Mr. T. E. Williams, 100-0, \$50
Mr. U. E. Williams, 100-0, \$50
Mr. V. E. Williams, 100-0, \$50
Mr. W. E. Williams, 100-0, \$50
Mr. X. E. Williams, 100-0, \$50
Mr. Y. E. Williams, 100-0, \$50
Mr. Z. E. Williams, 100-0, \$50

Mr. A. V. Williams, 100-0, \$150
Mr. C. E. Williams, 100-0, \$50
Mr. J. E. Williams, 100-0, \$50
Mr. S. E. Williams, 100-0, \$50
Mr. T. E. Williams, 100-0, \$50
Mr. U. E. Williams, 100-0, \$50
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Mr. Z. E. Williams, 100-0, \$50

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Mr. S. E. Williams, 100-0, \$50
Mr. T. E. Williams, 100-0, \$50
Mr. U. E. Williams, 100-0, \$50
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Mr. C. E. Williams, 100-0, \$50
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Mr. T. E. Williams, 100-0, \$50
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Mr. J. E. Williams, 100-0, \$50
Mr. S. E. Williams, 100-0, \$50
Mr. T. E. Williams, 100-0, \$50
Mr. U. E. Williams, 100-0, \$50
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Mr. W. E. Williams, 100-0, \$50
Mr. X. E. Williams, 100-0, \$50
Mr. Y. E. Williams, 100-0, \$50
Mr. Z. E. Williams, 100-0, \$50

Mr. A. V. Williams, 100-0, \$150
Mr. C. E. Williams, 100-0, \$50
Mr. J. E. Williams, 100-0, \$50
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Mr. T. E. Williams, 100-0, \$50
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Mr. V. E. Williams, 100-0, \$50
Mr. W. E. Williams, 100-0, \$50
Mr. X. E. Williams, 100-0, \$50
Mr. Y. E. Williams, 100-0, \$50
Mr. Z. E. Williams, 100-0, \$50

Mr. A. V. Williams, 100-0, \$150
Mr. C. E. Williams, 100-0,

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Kiadiv*) 16th Inst.
Indian (*Catherine Ahear*) 20th Inst.
American (*City of Peking*) 21st Inst.
Canadian (*Empress of India*) 25th Inst.
American (*China*) 25th Inst.
Australian (*Manmole*) 25th Inst.
Tacoma (*Victoria*) 5th prox.

The P. & O. S. N. Co.'s steamer *Ceylon* left Singapore for this port at 4 p.m. yesterday.

The P. M. S. S. Co.'s steamer *Peru*, with mails, &c., which left Hongkong on May 13th for San Francisco, via Nagasaki, Kobe, and Sea and Yokohama, arrived at her destination on the 13th Inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.
Queen Adelaide... steamer from Chinkiang.
Chowka... " " Bangkok.
Hallon... " " Coast Ports.
Fushun... " " Canton.
Shanlung... " " Java.
Erato... " " Singapore.
Sabine Rickmers... " " Hongkong.
Jordan... " " Canton.
Ting Hong... (re-arrival) Amoy.

Aggregating 12,000 tons register.

DEPARTURES.

Erato... steamer for Saigon.
Namie... " " Coast Ports.
Formosa... " " Amoy.
Memnon... " " Sandakan.

Aggregating 3,704 tons register.

The German steamer *Sabine Rickmers* left Hongkong on the 13th Inst. In the *Toukai* Gulf a very bad weather with north-east and south-east winds and rain.

The British steamship *Hallon* left Hongkong on the 13th Inst. On the 13th Inst. the *Erato* left for Saigon. The *Erato* had fine weather and moderate north-east winds; afterwards squally weather and quickly increasing north-east winds, rapidly falling barometer, with hurricane force of wind, every indication showed the passing of the centre of typhoon, when wind shifted from north-east to north-west and south-west, and then to part had south-east and southerly winds.

The German steamer *Erato* left Singapore on the 6th Inst. From Singapore to the *Erato* had fine weather and moderate north-east winds; afterwards squally weather and quickly increasing north-east winds, rapidly falling barometer, with hurricane force of wind, every indication showed the passing of the centre of typhoon, when wind shifted from north-east to north-west and south-west, and then to part had south-east and southerly winds.

The British steamship *Hallon* left Fochow on the 13th Inst. On the 13th Inst. the *Erato* left for Saigon. The *Erato* had fine weather and moderate north-east winds; afterwards squally weather and quickly increasing north-east winds, rapidly falling barometer, with hurricane force of wind, every indication showed the passing of the centre of typhoon, when wind shifted from north-east to north-west and south-west, and then to part had south-east and southerly winds.

HONGKONG AND WHAMPOA DOCK RETURNS.
H.M.S. Crestina (cruiser) in Kowloon Dock.
H.M.S. Lalande " " " "
P. C. C. Kiao " " " "
Rubens " " " "
Galle " " " " Cosp.

A Court of Inquiry was concluded at Liverpool on April 18th inquires into the circumstances attending the stranding of the British ship *Andrada* on the West coast, while bound from Tacoma to Liverpool. The Court found that the stranding of the vessel was caused by the master mistaking a light to be the Coningbeg Light, and thereafter steering improper course, coupled with the non-use of the lead. The Court found the master, G. A. Adams, in default, and suspended his certificate for three calendar months.

The German cruiser *Prinzess Wilhelm* arrived at Colombo on the 27th May on her way to China. She is a second-class cruiser with a displacement of 4,400 tons. She is 330 ft. 8 in. long, with a beam of 46 ft. 6 in. and a draught of 21 ft. Her indicated horse-power is 8,000, and she can do over 18 knots in the way of speed. She has six 4-ton guns, and eight 3-ton guns. She was launched in 1887 and cost £250,000. It is said that the *Prinzess Wilhelm* will be followed by a second-class battleship, the *Kaiser*, a much finer vessel, her tonnage being 7,676, while she is armed with eight 24-ton guns and seven 4-ton guns. The *Kaiser* was built in 1874 and cost £411,000.

THE LAW OF SALVAGE.

The following is distinctly interesting:—
To the Editor of the *Journal of Commerce*.—
Sir,—Will you kindly inform me if a ship is entirely abandoned, and is taken possession of by any other craft, whether the ship in question does or does not become the property of those who take her in charge? Yours, etc. J. P.

Liverpool, March 1st, 1895.

The answer to our correspondent's question is that the property in the abandoned ship does not pass to the salvor. The original owner, or his servants, may, and do, entirely abandon it, but they do so, not because they are tired of the possession of a valuable ship and (as agents for the cargo-owners) of the custody of a valuable cargo, but because, through circumstances beyond their control, they are compelled to depart out of the ship to save their lives. The salvor comes along and takes possession, and brings the ship into a safe port. He thereby saves for himself a right to compensation for his trouble, risk and skill. To enforce this right, and to obtain his compensation, he brings an action (in rem against the vessel), her cargo and freight. Subject to his rights under this action, the property remains in the original owners. On action brought, salvage may be awarded to amount equal to 50 per cent. on the value involved. If the original owner has not made a sufficient tender before the bringing of the action he will also have to pay the costs of the trial. Where, then, the values are small and the services great, the award and costs may leave a very small sum in net value for the owner; but he is still the owner until the time comes when he, having failed to satisfy the judgment, has to pay against which the action is brought by order of the Court. Then the proceeds of the sale are brought into Court. The claim of the salvor are first satisfied, and then the balance goes to the original owner.—Ed. Y. O.

CHINESE IN AUSTRALIA.

THE IMMIGRATION QUESTION.

MR. QUONG TART AND THE AUSTRALIAN PREMIERS.

Mr. Quong Tart has forwarded to us copies of correspondence that passed between himself and the recent conference of Premiers at Hobart. In his letter to the conference on January 16th, Mr. Tart says that he had been requested to write by a deputation from the Chinese merchants of Sydney, and by the recognized heads of the various Chinese Communities in New South Wales, and by the leading Chinese merchants in other Australian colonies. "The serious and special disabilities under which Chinese residents in the various colonies now suffer are the result of enactments of the Legislatures of the various colonies which were passed with a view to uniform action, and, therefore, the mitigation of those disabilities can be best secured by the adoption of uniform remedies on the part of each colony. We do not," he wrote, "presume to comment upon the broad question of the restriction of the immigration of Chinese, but we would esteem it a great favor if your conference would take into consideration the matters of detail mentioned in this letter. 1. That Chinese who are lawfully resident in the various colonies are greatly hampered and in many cases suffer very serious financial loss in their commercial undertakings by reason of the difficulty, and in many cases the impossibility, of a Chinese resident obtaining permission to pass from one colony to another on a temporary basis. 2. That the difficulty above mentioned of passing from one colony to another on a temporary basis is frequently the cause of very great sorrow and trouble in cases of the sickness or death of blood relations and intimate friends. 3. That Chinese passengers by any vessel touching at a port in an Australian colony which is not the destination of such Chinese passengers are not allowed to land at that port, but are compelled to remain on board such vessel. This restriction is, in many cases, a serious inconvenience to such Chinese passengers, and it is both possible and desirable to avoid." Other disabilities mentioned are as follows: "1. A Chinese resident of one colony who has commercial interests in another colony is unable to visit that other colony for the purpose of giving to those interests personal supervision. 2. A Chinese resident of one colony is unable to visit the deathbed of a relation or an intimate friend in another colony for the purpose of receiving his instructions or of granting sentences of love and affection. 3. A Chinese passenger, voyaging to or from China is unable to land at any port of call in a colony other than that for which he is bound. This is the cause of particular hardship in the case of Chinese passengers, particularly in the case of female Chinese passengers, who suffer from the effects of a sea voyage, or who are suffering from serious illness from other causes." The reply to his letter is dated April 11th, 1895, and is as follows: "Sir,—I have the honor to acknowledge the receipt of your letter of the 11th Inst. in reference to communication which was addressed to the conference of Premiers in January last on the subject of the disabilities of Chinese residents in the Australian colonies. I regret to have to inform you that time did not admit of the discussion by the conference of this and many other important questions outside that of federation. I have, &c., E. Braddon."

Mr. Quong Tart writes now saying:—"I wish my fellow-countrymen, at whose request I have acted, to know the steps which I have taken, and the present result of these steps, and I would like to bring before the notice of the public the very serious hardships which arise in connection with the administration of the Act for restricting the immigration of Chinese. We feel sure that the press and the public will admit the reasonableness of our appeal for some mitigation of the disabilities under which we suffer. We do not ask for any infringement of the principle of restricting Chinese immigration."

We have here given a gist of Mr. Quong Tart's correspondence and before dealing with the question invite opinions from all whom the issues involved may concern.

JAPANESE MARINE COURT OF INQUIRY.

THE COLLISION BETWEEN THE "NATAL" AND A JUNK.

PILOT JAMES LEAVES THE COURT IN A "HUFF." A remarkable scene occurred at the Harbour Master's Office, Kobe, on the 3rd of June, when Mr. H. D. James, holding a pilot's certificate, appeared to be examined in the inquiry which was then going on into the circumstances attending a collision that took place between the Messageries steamer *Natal* and the junk *Yokohama* as long ago as the 10th September last. The matter has been before the French Court for some time on a claim for damage by the owner of the junk, and we understand that after the evidence had been laid before the French Consul-General in Yokohama, it was determined to place the whole of the facts before a body composed of French naval officers assisted by Japanese. This, we take it, should have been an arbitration rather than a legal inquiry, but the proceedings in the French Court have, of course, nothing to do with the Japanese inquiry. At the sitting yesterday, says the *Kobe Chronicle* of the 4th June, Mr. James appeared with Mr. Crose as his legal adviser. He was informed that the inquiry could not appear for him. Mr. James then asked if the Court was legally constituted, and was told it was ordered by the Mercantile Marine Bureau, whereupon he declined, unless summoned through his own Consul, to give evidence until the witnesses who had already been examined at Osaka were present. After making this statement, Mr. James, throwing his licence on to the table, left the room, accompanied by Mr. Crose.

The following is the official report:—
This is the second sitting of the Court. The first sitting of the Court of Inquiry into the circumstances attending the collision between the M.M. steamer *Natal* and a Japanese junk took place at the Osaka Shikoku on the 22nd of April, 1895, after having been postponed on account of Mr. H. D. James' business engagements from the 5th to the 21st of April, and again to the 12th of April. On that day the master of the junk *Yokohama* and one of the crew were examined, but owing to the non-appearance of Mr. H. D. James, who was piloting the steamer *Natal* at the time of the collision, and who had been requested to attend, the inquiry had to be again postponed, and to suit Pilot James' convenience, he was requested to name a day when he would be able to attend. On the 5th of May Mr. James appointed the 28th May as suitable to him for attending the inquiry at the Harbour Master's Office at Kobe, but owing to the want of sufficient notice, the officers of the Court were unable to reach Kobe from Osaka on that day, and the inquiry was therefore postponed until the next day, Wednesday, the 29th of May. Mr. James, however, left Kobe on the evening of the 28th after having asked by letter for the postponement of the inquiry until Monday, the 2nd of June, which request being granted, the officers of the Court came to Kobe

this day, and the Court was opened at the Harbour Master's office at 10 o'clock to-day, Monday, the 3rd of June, 1895.

The Court consisted of Mr. Nagura Nozaki, the president, Mr. Kano Monichi, assessor, and J. T. Matheson, assessor and adviser. Mr. James being present, the Court stated the reason why the inquiry had been ordered, namely, for an examination into the circumstances attending the collision between the French mail steamer *Natal* and a Japanese junk in the Inland Sea on the 10th of September, 1894. Mr. Crose asked to appear on behalf of Mr. James, but he was informed that he could remain present and take notes. Mr. James raised a question as to the Court being legally constituted, and was informed that it had been ordered by the Director of the Mercantile Marine Bureau, Tokyo. He then refused to answer any questions put to him by the Court, unless the Court was ordered by the Mercantile Marine Bureau and he had been legally summoned through his Consul, and had the witnesses in Court. He then threw his licence, No. 16, for the district from the Gulf of Tokyo, off the Inland Sea, before the Court, and walked out of the Court-room. The Court thereupon rose.

FOOCHOW NOTES.

FOOCHOW, June 8th.

The Scurry Meeting took place on Thursday last and was a great success. The first race was not run until 5 o'clock by which time the sun had lost its power and there was a cool breeze blowing. There was a very large attendance on the course.

Although the tone of the tea market is quiet the business is considerable, which is to be accounted for by the earlier date fixed for the departure of the first Australian steamer this season. According to the Chinese, the first crop of tea is much smaller than last year. The export to Europe is in excess of last season by 15 million lbs., but this occurs though the large cargo taken by the *Peking* on the 6th June, last year, not being as yet included in the comparative figures.

There was no "Mutual" *prayer* to load as a "first steamer" with the new season's tea this year, and there has been some little warring going on as to which of the three steamers, namely, the *Yam*, *Shanghai* and *Chinghai* will be first home. We understand that 2 to 1 was laid against each of them and that each of them found backers.

THE SCURRY MEETING.

After two false starts, or in other words after having been twice deferred for earlier dates and twice postponed through circumstances over which the Stewards had no control, the Scurry Meeting took place on Thursday with great éclat. There was almost all the pomp and show of one of our regular Race meetings attending it. This was no doubt entirely due to the lovely weather which tempted nearly the whole community to congregate on the course. A bright blue sky and warm sun, tempered by a cool breeze and a temperature of 70 degrees in the shade, made the perfection of racing weather. The ladies were bright, and the men well dressed and the men chatty and agreeable. As regards the latter there were no anxious faces, as there were no "ponies" or "monkeys" to be lost or won; any little speculation was confined to a chance or two in the Totalisator. If there was nothing particularly exciting about the racing, what did it matter? Spectators came to spend a pleasant afternoon and they were not disappointed. The events were as follows:—

SCURRY STAKES: Of \$5 each with \$10 added; for all China ponies; weights as per scale. One mile.
Kindar, 149lb.....Mr. Oswald 1
Yarra, 151lb.....Mr. Oswald 2
Boldheart, 153lb.....Mr. Drummond 3

Yarra ran remarkably well to the top of the straight but Kindar was too much for him and won by 5 lengths. Boldheart pulled up at the 1 mile post. Time, 2 min. 13 sec.
THE FLAYWAY STAKES: Of \$5 each with \$10 added; for all China ponies; weights as per scale. Half a mile.
Bonbon, 160lb.....Mr. Oswald 1
Phabus, 158lb.....Mr. Esher 2
Actee, 160lb.....Mr. Bucknell 3

Bonbon had the race to himself, the other two probably not having thoroughly recovered from their sea voyage. Phabus was 3 lengths behind the winner at the post and 2 to 3 lengths behind the second. Time, 44 sec.
SCURRY STAKES: riders to start at mile post, dismount at the stand, open and drink bottle of Seltzer water, light cheroot, remount, and ride once round. Winner to have cheroot alight when dismounting. Entrance \$3. Post entries.
Debonaire.....Mr. Edgar 1
Monte Carlo.....Mr. Oswald 2
Blackroon.....Mr. Oswald 3

The race course was very good. Coming from the 1 mile post to the stand at racing pace the riders, as may be imagined, found considerable difficulty in gulping down the seltzer-water from the bottle, then the matches behaved badly and wouldn't light the cheroots, but worst of all was the mounting with the umbrellas, as the animals would run round and round in a ring. Mr. Oswald exasperated, vaulted into the saddle, but a severe of the pony sent him over the other side when he was dragged some twenty yards by the reins which he pluckily held on to and was finally able to mount, but Mr. Edgar in the meantime was away and so came in first. Mr. Esher's mount evidently took a greater dislike to the game than the others and was out of the hunt in consequence.

THE MUTTON CUP: presented by Capt. Wells; for all China ponies; weights as per scale; winners at this meeting 10lb. extra. Once round.
Bonbon, 162lb.....Mr. Oswald 1
Raidia, 159lb.....Mr. Bucknell 2
Kington, 155lb.....Mr. Crose 3

Bonbon took the lead and kept it to the end winning by 5 lengths. Kington appeared to be running in second but Raidia was ridden well home and beat him by half a length. Time, 1 min. 26 sec.
SCURRY CHAMPIONS STAKES: of \$5 each with \$5 added; for all China ponies; weights as per scale. One quarter mile.
Yarra, 154lb.....Mr. Oswald 1
Phabus, 158lb.....Mr. Crose 2
Gleaner, 157lb.....Mr. Bucknell 3

Apply to Mr. Oswald, 10th over.
The ancient Yarra had no doubt the race in hand but Phabus made him gallop and only allowed him to win by a length. Gleaner gave in after going half the distance. Time, 2 min. 59 sec. —Eds.

Masonic.

PERSEVERANCE LODGE OF

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A REGULAR MEETING of the above LODGE will be held in the PERSEVERANCE HALL, 116, L.C., on MONDAY, the 17th Inst., at 8 o'clock for 9 p.m. promptly. Visitors are cordially invited to attend. Hongkong, 27th June 1895.

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FULL CHORUS.

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PRICES OF ADMISSION—\$3, \$2, and \$1.

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Hongkong, 11th June, 1895.

Intimations.

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Refined taste.

Makes a delicious and

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SOLE AGENT,

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